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TRADE

I. The Pre-Communist Period

Trade in the Northwest before the Communist conquest may be discussed by provinces.

A. Shensi

438 491 Trade between Shensi and the rest of the country was carried out mainly through the historical Great Northwest Highway, which links this province with Hankow and Tientsin on the one hand, and Kansu and Sinkiang on the other. Since 1937, the National government has undertaken to extend the Lunghai Railway [496] to the Northwest, and before the Communists took over it had reached T'ien-shui, Kansu. In addition, the northern part of [487] this province was closely connected with Shansi through three regional highways, and the southern part was linked with Hankow through the Han River, and with Szechwan through the Szechwan-Shensi bridle pass.

366 635 The commercial centers of this province are as follows: (1) Sian, the provincial capital, which not only commands the trade of the whole province, but also carries considerable transit trade; (2) T'ung-kuan, which is a transportation center between the three provinces of Shensi, Shansi and Honan; (3) An-k'ang, also known as Hsin-an, a commercial center of the Han River drainage area; (4) San-yuan, the commercial center of the so-called North Shensi Plain; and (5) Han-chung, also known as Nan-cheng, a trade center between Shensi and Szechwan.

439 435 *175 According to statistics of 1934, a normal year in pre-war times, the total value of imports and exports of this province, including foreign trade, amounted to 57,168,455 yüan, most of which were carried out through Tientsin and Hankow. The details are shown in the following table:

Table I: The Exports and Imports of Shensi, 1934

Description	Value (yüan)	
A. Exports:		19,087,221
raw cotton	16,250,000	
hemp	200,000	
raw silk	300,000	
wool	160,000	
fur and hide	757,221	
tung oil	900,000	
raw paints and paint oil	250,000	
fungs-in-trees	270,000	

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B. Imports			38,081,234
textiles	22,209,861		
sundries	6,968,868		
medical herbs and drugs	2,232,542		
apparels	1,704,563		
machinery and iron goods	1,295,837		
chinaware	1,087,299		
edibles	781,044		
kerosene and oil	701,134		
cosmetics	572,751		
paper	527,235		
vehicles and transportation equipment	76,235		
Grand Total			57,168,455

Source: Shina Shōbetsū Zenshi, 1943 ed., Vol. 6, pp. 805-15.

B. Kansu

Aside from the historical Great Northwest Highway, trade between Kansu and the rest of the country was carried out through the following routes: (1) the Yellow River, including its tributary, the Huang River or Hsi-ning-Ho, which is navigable between Hsi-ning and Pao-t'ou, the latter being the terminal of the Peking-Pao-t'ou Railway; (2) the caravan route between Hsi-ning and Ninghsia via Lanchou; and (3) the highway between Kansu and Szechwan.

The commercial cities of this province are as follows: (1) Lanchou (also known as Kao-lan), the provincial capital of Kansu and the commercial center of not only Kansu, but also Chinghai and Ninghsia; (2) Ping-liang, the commercial center of east Kansu; (3) T'ien-shui, the commercial center of south Kansu; (4) Lin-hsia, the commercial center of the area to the west of the T'ao River; and (5) Chang-yeh, the commercial center of the Ho-hsi Corridor.

According to 1933 statistics, the total value of imports and exports of Kansu amounted to 7,933,554 yüan, about one eighth of that of Shensi. The details are shown on the following table:

Table II: The Exports and Imports of Kansu, 1933

Description	Value (yüan)	
A. Exports:		1,536,832
fur and hide	714,105	
medical herbs	605,319	
tobacco	217,408	

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B. Imports:			6,456,722
cotton piece goods	669,884		
raw cotton	47,353		
paper	102,340		
iron and copper goods	40,362		
tea	145,786		
seafood	68,755		
chinaware	13,850		
silk	193,264		
tobacco	48,300		
sundries	5,015,022		
miscellaneous	113,793		
Grand Total			7,993,554

Source: Shina Shōbetsū Zenshi, 1943 ed., Vol. 7, pp. 634-37.

C. Ninghsia

The trade in Ninghsia is centered around its capital city, Ninghsia, which is the midpoint of the two important trade routes in the Northwest, one being the Yellow River, and the other being the caravan routes. The Yellow River route is usually divided into the following six sections:

Table III: The Yellow River Route (downstream)

Places	Length (li) (1 li = 1890 ft.)	Days of Journey
Hsi-ning–Lanchou*	480	3-5
Lanchou–Chung-wei	740	3-4
Chung-wei–Ninghsia	350	3-4
Ninghsia–Shih-ts'uan-tzu	190	2
Shih-ts'uan-tzu–Teng-kuo	200	2
Teng-kuo–Pao-t'ou	1,000	7-10
Total	2,960	20-27

*Including its tributary, the Huang River or Hsi-ning-ho.
Source: Shino Shōbetsū Zenshi, 1943 ed., Vol. 7, pp. 640-41.

The caravan routes consist of the following:
1. from Hsi-ning to Ninghsia via Lanchou,
2. from Sinkiang to Ninghsia via Alashan,
3. from Pao-t'ou to Ninghsia via the Ordos,
4. from Ping-liang, Kansu, to Ninghsia via Hua-ma-chih.

A caravan used to have thirty to fifty camels, each camel carrying about 375 pounds of goods and traveling about fifty to seventy li a day. (For modern highways see section Communications.)

According to 1933 statistics, the total value of exports and imports of Ninghsia amounted to 6,310,000 yüan, a little less

3:Cable & French M-5 (1926) 1927
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which a tiny spring kept overflowing. Green mosses lined the bed of the crystalline rivulet, and the diamond drops reflected the sunshine. The wheel turned with a subdued creak, which seemed almost like the murmuring of the prayer inscribed on its lines of chamfered edges—Om mani padme hum—'Hail thou jewel in the lotus flower'—the offering of a blinded people to its undiscerned god.

A mile apart from each other stand two walled cities, the more imposing of the two being the Manchu town formerly occupied by the pensioners of the ruling dynasty, but which now consists of a great enclosure of uninhabited or ruined houses, so that in a space equal to the area of a large town, at the present hour only six or eight families are living. Of the remaining former inhabitants many have been massacred, others have fled, and the ranks of the beggars have been replenished by these truly unfortunate people. The Chinese city consists of quiet streets busy only on market days, the shops of which being so poorly provided with the necessities of life that vegetables are brought a three days' journey to be sold here. Its western wall is flanked by a suburban thoroughfare composed of inns, wheelwrights' and blacksmiths' shops, which, together with food-vendors, supply all the necessities of traveller, carter, and muleteer. Some very fine temples crown the summits of the surrounding hills, and parties of Tibetans riding to and fro on the Sining road, leave offerings of silken *khada*[1] hanging to the idols, before which their obeisance has been made.

In the first home which we visited in Pingfan we met a man who was courier to a woman-magistrate of the aboriginal tribes. Her residence was in Liencheng—Lotus City—but she constantly visited Pingfan on

[1] Votive scarves.

T.J.G. B

[1] [Valley of Pingfan -- Analyst]